

EUROPEAN CIVIL AVIATION CONFERENCE

ECAC

ECAC / JAA PROGRAMME FOR SAFETY ASSESSMENT OF FOREIGN AIRCRAFT - SAFA -

REPORT 2002



**ECAC / JAA PROGRAMME
FOR SAFETY ASSESSMENT OF FOREIGN AIRCRAFT**

SAFA REPORT

(01 JANUARY 2002 TO 31 DECEMBER 2002)

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1. INTRODUCTION

Safety has always been of prime importance to the development of international air transport. During the last ten years, globalisation has had an impact on civil aviation as well as on many other areas. This has increased the need for each State to be able to maintain confidence in the safety oversight provided by other States.

- In 1996, the International Civil Aviation Organisation (ICAO), a specialised agency of the United Nations, began a voluntary programme of assessments of national aviation authorities. As a result of decisions taken during the 32nd Session of the Assembly in 1998, the ICAO Programme has been operating on a universal, transparent and mandatory basis. In the framework of the *Universal Safety Oversight Audit Programme*, all ICAO Contracting States had been audited before the end of 2001, their ability to conform to the safety-related Standards and Recommended Practices of the Organisation had been assessed, and the main conclusions made available to other Contracting States. In 2001, the 33rd Session of the Assembly decided to continue the Programme and to carry out follow-up audits in the period 2002-2004.
- Also in 1996, ECAC launched its own SAFA (*Safety Assessment of Foreign Aircraft*) Programme, as a complement to the ICAO audits. The SAFA Programme is based on a bottom-up approach, taking as its starting point ramp inspections of aircraft landing in ECAC States, and progressing through further steps to the involvement of States of Registry or States of Operator when circumstances so require.
- The linkage between the above two programmes was framed through a Memorandum of Understanding between ICAO and ECAC, signed in November 1997 at Presidential level, to achieve mutual support and co-operation. The MoU was subsequently amended, in May 1999, to take into account the evolution of the ICAO Programme towards its universal application.
- The European Union participates actively in the SAFA Programme through membership in the SAFA Steering Committee and the provision of funding made available to the JAA by the European Commission.

2. MAIN FEATURES OF THE SAFA PROGRAMME

The main features of the SAFA Programme are:

- Its application by all 41 ECAC Member States¹, including the sharing of information through an on-line centralised database
- Its bottom-up approach: the Programme is built around ramp inspections of aircraft
- Its non-discriminatory nature — SAFA applies equally to aircraft from ECAC and non-ECAC States
- Its close relationship with the ICAO Universal Safety Oversight Audit Programme.

The principles of the Programme are simple: in each ECAC State, foreign aircraft (ECAC or non-ECAC) can be subject to a ramp inspection, chiefly concerned with the aircraft documents and manuals, flight crew licenses, the apparent condition of the aircraft and the presence and condition of mandatory cabin safety equipment. The references for these inspections are contained in the Standards of ICAO Annexes 1 (Personnel Licensing), 6 (Operations of Aircraft) and 8 (Airworthiness of Aircraft).

These checks are carried out following a procedure which is common to all ECAC Member States and are subject of reports which also follow a common format. In the case of significant irregularities, the operator and the appropriate Aviation Authority are contacted in order to arrive at corrective measures to be taken not only with regard to the aircraft inspected but also with regard to other aircraft which could be concerned in the case of an irregularity which is of a generic nature. All data from the reports, as well as supplementary information (for example a list of actions undertaken and finalised following an inspection) are centralised in a computerised central database set up by the Joint Aviation Authorities (JAA), the Associated Body of ECAC.

It is to be noted that SAFA ramp inspections are by their nature on-the-spot assessments which cannot substitute or replace safety oversight responsibilities of the State of Registry. Ramp inspections serve as pointers, but they are not intended to, and they cannot, guarantee the airworthiness of a particular aircraft.

This report presents the results of the Programme for the year 2002 in terms of inspections and findings.

¹ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom.

3. TRAINING OF INSPECTORS

In the year 2002, the training of “qualified SAFA inspectors” from ECAC Member States has continued. 3 training sessions were held which were attended by more than 60 inspectors. Two sessions were organised at the ECAC/ICAO training institute (EASTI) in Brussels and one session in Germany at Hahn airport. Since the start of the training programme, some 260 inspectors from 34 ECAC States have participated in the training courses.

For 2003, it is envisaged that additional courses will be organised. During these courses, the application and practical usage of the SAFA procedures is learned. In addition, practical experience is shared with and among the participants. The training provides a positive contribution to a common approach among ECAC States to the way inspections are performed.

With the training sessions having a more theoretical approach, a new initiative has been launched to stimulate the exchange of practical experience. The “Inspectors Exchange Programme” aims to provide on-the-job training by allowing inspectors of one ECAC State to visit their colleagues in another ECAC State and to closely witness their working methods. Such participation in the day-to-day operation of a ramp inspection scheme enables individual inspectors to increase their practical knowledge and skills. A side benefit is the potential the programme offers to progress towards uniform application of SAFA inspection and reporting procedures. In 2002, inspectors from two ECAC Member States visited their SAFA colleagues in other Member States.

4. CENTRAL SAFA DATABASE

In 2000, the SAFA database became fully operational. In 2002, a major adaptation was implemented enhancing its “user-friendliness” and data retrieval function.

The database contains the reports of the ramp inspections performed by ECAC States. Although it is managed and maintained by the JAA, the inclusion of reports in the database remains a responsibility of the individual National Aviation Authorities (NAA) of ECAC Member States.

Data contained in the database is considered confidential in the sense that it is only shared with other ECAC Member States and is not available to the general public. The database can be accessed by the National Aviation Authorities of ECAC Member States via a secure private communication network.

Some National Aviation Authorities have yet to get access to the database. However, all States which are active have secured their access to the database. Therefore, the number of reports contained in the database reflects the actual number of inspections carried out.

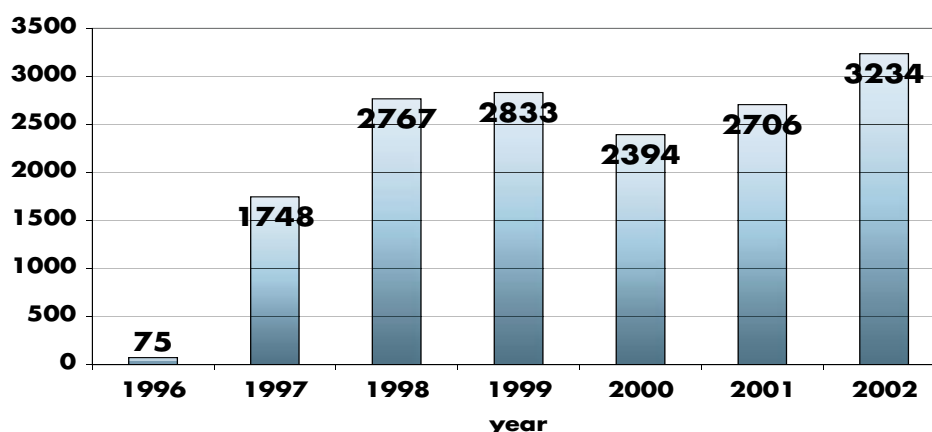
This annual report is based upon the reports that are contained in the database.

5. DATA COLLECTION

In general, ECAC Member States are dedicated to the SAFA Programme. 34 of them have participated — in one form or the other — since 1996, when the Programme was launched. More than 15,000 inspections have been carried out and recorded in the database since the start of the Programme.

During the year 2002, 25 States performed some 3,234 inspections.

NUMBER OF RAMP INSPECTIONS



When comparing the total number of ramp inspections performed in 2002 (3,234) to the number performed in the previous year 2001 (2,706), the following conclusions can be drawn:

- The number of ECAC States which performed SAFA ramp checks has remained unchanged (25). However, three States, which were not active in 2001 started to perform ramp inspections in 2002. Three other States which were active in 2001 temporarily discontinued their inspection activities in 2002.
- With one exception, a core group of States which have regularly carried out SAFA inspections are doing so in a stable manner, no major increases or decreases in the number of inspections being noticed.
- The exception is Germany which has shown an increase of more than 70% in the number of inspections performed in 2002. This is caused by the fact that SAFA inspections performed by the German "Länder" were included in the total number of German inspections. This is the major contributing factor to an overall increase in the total number of SAFA inspections in the year 2002.

The table below indicates Member States which carried out inspections and, for comparison purposes, those which did so in earlier years.

MEMBER STATE	1996	1997	1998	1999	2000	2001	2002
ALBANIA							
ARMENIA							
AUSTRIA			✓				
AZERBAIJAN (*)							
BELGIUM	✓	✓	✓	✓	✓	✓	✓
BOSNIA HERZEGOVINA (*)							
BULGARIA		✓					
CROATIA							✓
CYPRUS						✓	
CZECH REPUBLIC		✓	✓	✓	✓	✓	✓
DENMARK	✓	✓	✓	✓	✓	✓	✓
ESTONIA				✓	✓	✓	✓
FINLAND		✓	✓	✓	✓	✓	✓
FRANCE	✓	✓	✓	✓	✓	✓	✓
GERMANY	✓	✓	✓	✓	✓	✓	✓
GREECE			✓			✓	✓
HUNGARY						✓	✓
ICELAND		✓			✓	✓	✓
IRELAND	✓	✓	✓	✓	✓	✓	✓
ITALY	✓	✓					
LATVIA			✓	✓	✓	✓	
LITHUANIA			✓				✓
LUXEMBOURG		✓		✓	✓		✓
MALTA							
MOLDOVA					✓		
MONACO		✓					
NETHERLANDS	✓	✓	✓	✓	✓	✓	✓
NORWAY			✓	✓	✓	✓	✓
POLAND		✓	✓	✓	✓	✓	✓
PORTUGAL		✓	✓	✓	✓	✓	
ROMANIA			✓	✓	✓	✓	✓
SERBIA AND MONTENEGRO (*)							
SLOVAK REPUBLIC			✓	✓	✓	✓	✓
SLOVENIA			✓	✓		✓	✓
SPAIN (ESPAÑA)			✓	✓	✓	✓	✓
SWEDEN		✓	✓	✓	✓	✓	✓
SWITZERLAND		✓	✓		✓	✓	✓
THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA (FYROM)						✓	✓
TURKEY	✓	✓	✓	✓			
UKRAINE							
UNITED KINGDOM	✓	✓	✓	✓	✓	✓	✓

(*) ECAC Member State admitted in 2002

6. AREAS OF INSPECTION

In nearly all States, the number of flights by foreign operators is far greater than the inspection capability. This means that only spot checks are possible. This can be done at random or it might be decided to focus the inspection according to certain criteria, as listed below. In case Member States decide to focus their inspections, this decision is based on national policies and priorities and also, when relevant, on recommendations issued by SAFA Programme co-ordination at Central JAA. These recommendations are based on an analysis of the SAFA database.

There are five areas on which the inspections can be focused:

- Specific State of Operator (checking operators from a particular State)
- Specific aircraft type
- Specific nature of operations (scheduled, non-scheduled, cargo, etc.)
- Specific foreign operator; or
- Specific aircraft identified by its individual registration mark.

Appendices A to C list the “State of Operator”, aircraft types and operators inspected in 2002. They highlight the wide coverage of the SAFA Programme and, more importantly, its non-discriminatory application.

The smooth operation of the Programme can also be illustrated by the table below, which aggregates the information in the Appendices and provides an overview of activities.

OVERVIEW OF THE SAFA PROGRAMME IN THE YEAR 2002

INSPECTIONS	3,234 INSPECTIONS...
OPERATOR	...ON 532 DIFFERENT FOREIGN OPERATORS...
STATE OF OPERATOR	...FROM 115 STATES...
AIRCRAFT TYPE	...OPERATING 170 DIFFERENT (SUB)TYPES OF AIRCRAFT

Because of the non-discriminatory character of the SAFA Programme, aircraft both from ECAC and non-ECAC States are inspected. The following table shows the results (3 years moving average):

	ECAC	non-ECAC
1996	51%	49%
1997	57%	43%
1998	57%	43%
1999	58%	42%
2000	61%	39%
2001	64%	36%
2002	66%	34%
Average	59%	41%

Over the years, the percentage of inspections on aircraft from ECAC operators has steadily increased. Several reasons have contributed to this fact. The number of ECAC Member States has grown, resulting in an increased volume of "ECAC traffic". In recent years, many new operators emerged in ECAC Member States and may have attracted more attention on their operations. In the early years of the SAFA Programme, a significant percentage of the inspections were directed at CIS-built aircraft (Antonov, Ilyushin, Tupolev, Yakovlev) operated by non-ECAC operators. However, because of noise regulations, the population of these CIS-built aircraft is gradually decreasing.

Overall, it can be concluded that the distribution of SAFA inspections is reflecting the fact that the vast majority of all flights within ECAC Member States is performed by ECAC Operators.

7. MAIN RESULTS OF THE SAFA INSPECTIONS

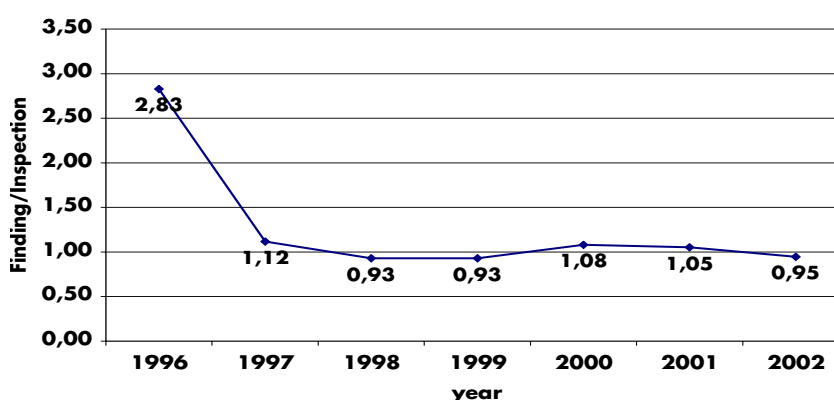
7.1 INSPECTION FINDINGS IN GENERAL

A first starting point regarding the evaluation of the findings, which are deviations from ICAO Standards, is the quantitative approach. This compares the total number of findings (F) to the total number of inspections (I) and the inspected items (II).

During an inspection, a checklist is used. It comprises a total of 53 different inspection items. In the majority of cases, not all items are checked during an inspection because the time between the arrival of the aircraft and its departure is not sufficient to perform a complete inspection. Therefore, the relationship between the total number of findings and the total number of inspected items (II) might give a better understanding. The results are presented in the table below.

	YEAR							TOTAL 1996- 2002
	1996	1997	1998	1999	2000	2001	2002	
TOTAL INSPECTIONS (I)	75	1,748	2,767	2,833	2,394	2,706	3,234	15,755
TOTAL INSPECTED ITEMS (II)	1,675	31,413	88,400	95,524	80,454	82,935	93,681	474,082
TOTAL FINDINGS (F)	212	1,951	2,573	2,631	2,587	2,851	3,064	15,869
FINDINGS / INSPECTIONS (F/I)	2.83	1.12	0.93	0.93	1.08	1.05	0.95	1.01
FINDINGS / INSPECTED ITEMS (F/II)	0.13	0.06	0.03	0.03	0.03	0.03	0.03	0.03

NUMBER OF FINDINGS PER INSPECTION



With the exception of the early years, the ratio findings / inspections (F/I) moves in a small range between 0.93 and 1.08. This means that on average during each inspection between 0.93 and 1.08 findings were established.

Related to an individual item inspected, this means that for every 100 items inspected on average three findings were established (F/II is 0.03).

The small increase of the ratio in the years 2000 and 2001 may be explained by the fact that the ICAO requirement regarding the carriage of a Ground Proximity Warning System (GPWS) became mandatory. Several States focused their inspections on checking compliance with this new requirement.

A majority of the States concentrated their inspections on those operators which had findings in the past so that an increased ratio F/I could be expected. But this seems to be offset by the fact that:

- The number of inspections performed annually is still increasing
- Over the years, the focus of the inspections has shifted to operators holding Air Operator Certificates (AOC's) issued by ECAC States (1996: 51% to 2002: 66%).

7.2 INSPECTION FINDINGS AND THEIR CATEGORIES

Not only the absolute number of inspection findings needs to be considered, but also their "seriousness". To this end, three categories of findings have been defined. A "Category 1" finding is called a minor finding, "Category 2" is a significant finding and "Category 3" a major finding. The terms "minor", "significant" and "major" relate to the level of deviation from the ICAO Standard. The finding categories are specified in the SAFA procedures and are neither left to the discretion nor to the judgement of individual inspectors.

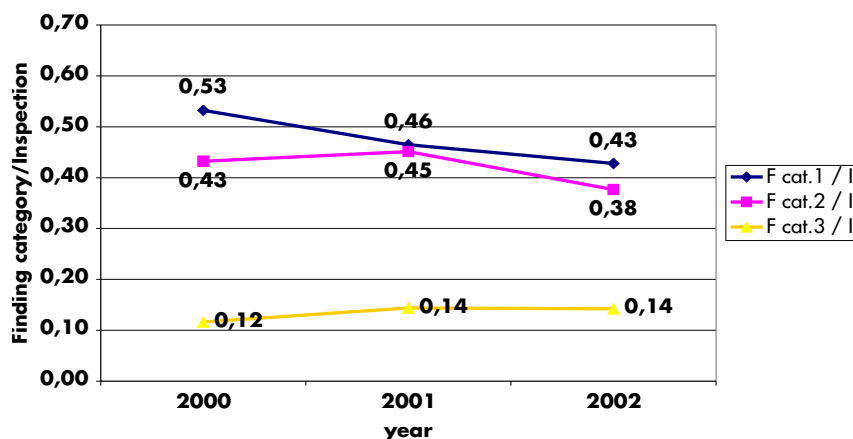
The prime purpose of categorising the findings is to classify the compliance with a standard and the seriousness of non-compliance to this standard. It needs to be explained that non-compliance with a standard may not necessarily mean an immediate threat to the safety of the aircraft and its occupants. A typical example: an aircraft piloted by a person who does not carry a pilot license with him or her, is considered a Category 3 (major) finding and a serious deviation from the standard. In case this person has by mistake left his/her license at home but is properly qualified to pilot the aircraft, it is evident that there is no direct influence on safety. Nevertheless, a Category 3 finding is always of major concern for the National Aviation Authorities involved.

In 2000, the database was adapted and the categories of findings have been recorded since. The results are presented in the table below.

YEAR	No. INSPECTIONS (I)	No. FINDINGS (F)				RATIO OF FINDINGS (FCAT./I)			
		CAT. 1 (MINOR)	CAT. 2 (SIGNIFICANT)	CAT. 3 (MAJOR)	TOTAL	FCAT.1/I	FCAT.2/I	FCAT.3/I	F TOTAL/I
2000	2,394	1,274	1,035	278	2,587	0.53	0.43	0.12	1.08
2001	2,706	1,258	1,221	389	2,868	0.46	0.45	0.14	1.06
2002	3,234	1,384	1,219	461	3,064	0.43	0.38	0.14	0.95
TOTAL	8,334	3,916	3,475	1,128	8,519	0.47	0.42	0.14	1.02

The graph below presents the finding categories related to the number of inspections.

NUMBER OF FINDING CATEGORIES PER INSPECTION



From the graph it may be concluded that the number of Category 1 and Category 2 findings related to the number of inspections shows a downward trend. The number of Category 3 findings related to the number of inspections remains more or less stable. General conclusions:

- The overall number of findings per inspection is decreasing
- The contribution of Category 1 and Category 2 findings is decreasing
- The contribution of Category 3 findings remains the same.

7.3 INSPECTION FINDINGS ON A REGIONAL BASIS

In order to identify any regional differences, the finding categories were related to operators from different regions of the world and grouped according to ICAO Regional Offices. The results for the year 2002 are presented in the table below.

ICAO REGION	No. OF STATES INSPECTED	No. OF OPERATORS INSPECTED	No. OF LANDINGS AT ECAC AIRPORTS	INSPECTIONS (I)	No. OF FINDINGS (F)				RATIO OF FINDINGS (Fcat./I)			
					CAT. 1 (MINOR)	CAT. 2 (SIGNIFICANT)	CAT. 3 (MAJOR)	TOTAL	F CAT.1/I	F CAT.2/I	F CAT.3/I	F TOTAL/I
APAC ¹	15	23	34,854	87	20	31	11	62	0.23	0.36	0.13	0.71
ESAF ²	10	14	9,919	51	31	14	8	53	0.61	0.27	0.16	1.04
EUR/ NAT ³	51	413	2,444,719	2,706	1,152	953	307	2,412	0.43	0.35	0.11	0.89
MID ⁴	17	35	65,854	234	114	158	85	357	0.49	0.68	0.36	1.53
NACC ⁵	9	30	181,576	112	42	35	33	110	0.38	0.31	0.29	0.98
SAM ⁶	4	5	7,786	19	8	6	3	17	0.42	0.32	0.16	0.89
WACAF ⁷	9	12	4,225	25	17	22	14	53	0.68	0.88	0.56	2.12
TOTAL	115	532	2,748,934	3,234	1,384	1,219	461	3,064	0.43	0.38	0.14	0.95

Operators from States belonging to the APAC, EUR/NAT and SAM ICAO Regions have fewer findings per inspection than average.

Operators from States belonging to the NACC, ESAF, MID and WACAF ICAO Regions have more findings per inspection than average.

Chapter 6 indicates that in 2002 (3 years moving average) 66% of all inspections performed concerned ECAC operators. The remaining 34% concerned aircraft operated by non-ECAC carriers.

In the table below, the findings and categories are presented.

REGION	No. OF STATES INSPECTED	No. OF OPERATORS INSPECTED	INSPECTIONS (I)	No. OF FINDINGS (F)				RATIO OF FINDINGS (Fcat./I)			
				CAT. 1 (MINOR)	CAT. 2 (SIGNIFICANT)	CAT. 3 (MAJOR)	TOTAL	F CAT.1/I	F CAT.2/I	F CAT.3/I	F TOTAL/I
ECAC STATES	41	360	2311	922	643	237	1,802	0.40	0.28	0.10	0.78
NON-ECAC STATES	74	172	923	462	576	224	1,262	0.50	0.62	0.24	1.37
TOTAL	115	532	3,234	1,384	1,219	461	3,064	0,43	0,38	0,14	0,95

¹ APAC-Asian and Pacific ICAO Region: Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China (incl. Hong Kong and Macao), Cook Islands, Fiji, India, Indonesia, Japan, Kiribati, Korea North, Korea South, Laos, Malaysia, Maldives, Marshal Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Zealand, Palau, Papua New Guinea, Philippines, Samoa, Singapore, Solomon Islands, Sri Lanka), Thailand, Tonga, Vanuatu, Viet Nam.

² ESAF-Eastern and Southern African ICAO Region: Angola, Botswana, Burundi, Comoros, Djibouti, Eritrea, Ethiopia, Kenya, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, South Africa, Swaziland, Tanzania, Uganda, Zambia, Zimbabwe.

³ EUR/NAT-European and North Atlantic ICAO Region: Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Macedonia (F Y R of Macedonia), Malta, Moldova Monaco, Morocco, Netherlands (incl. Netherlands Antilles), Norway, Poland, Portugal, Romania, Russian Federation, San Marino, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Tunisia, Turkey, Turkmenistan, Ukraine, United Kingdom (incl. Cayman Islands, Bermuda), Uzbekistan.

⁴ MID-Middle East ICAO Region: Afghanistan, Bahrain, Cyprus, Egypt, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Libya, Oman, Pakistan, Qatar, Saudi Arabia, Sudan, Syria, United Arab Emirates, Yemen.

⁵ NACC-Northern American, Central American and Caribbean ICAO Region: Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and Grenadines, Trinidad and Tobago, United States.

⁶ SAM-South American ICAO Region: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Surinam, Uruguay, Venezuela.

⁷ WACAF-Western and Central African ICAO Region: Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Rep. Of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leon, Togo.

For each category of findings, the relative number of findings is higher for operators from non-ECAC States than from ECAC States.

7.4 INSPECTION FINDINGS RELATED TO CHECKLIST ITEMS

Appendix D provides the results regarding each individual inspection item (III) which has been inspected. It indicates the number of times that a particular inspection item was checked, the number of findings and the ratio F/III. **Appendix E** tabulates and graphically presents the values of the latter ratio for the years 2000 to 2002. **Appendix F** provides the detailed breakdown of findings for the year 2002 by categories.

7.5 THE "TOP 3" SIGNIFICANT AND MAJOR INSPECTION FINDINGS RELATED TO CHECKLIST ITEMS

In this paragraph, the "Top 3" items recording the highest ratios of significant and major findings and stemming from **Appendix F** are presented for each of the 4 parts of the inspection checklist. Parts A, B, C and D in question are described below.

Part A concerns items to be inspected in the flight deck of the aircraft. Part B of the checklist concerns items to be checked in the (passenger) cabin, and mainly consists of safety equipment. Part C relates to the general technical condition of the aircraft which needs to be verified during a walk around check. Part D checklist items concern the cargo compartment of the aircraft and the cargo carried there.

Any general findings not covered by Parts A, B, C or D of the checklist can be administered under Part E (general) of the checklist.

When considering the findings established during a SAFA inspection, Category 2 (significant) and Category 3 (major) findings require the highest attention when it comes to the need for rectification. For each part of the checklist, the "Top 3" of Category 2 and 3 findings related to the number of inspections is given in the table below.

No.	INSPECTION ITEM	DESCRIPTION	No. INSPECTIONS (III)	FINDINGS (F)					CAT. 2 & 3/III
				CAT. 1	CAT. 2	CAT. 3	CAT. 2 & 3	TOTAL	
1	FLIGHT DECK / GENERAL	EQUIPMENT	1,722	66	89	17	106	172	0.0616
2	FLIGHT DECK / DOCUMENTATION	MINIMUM EQUIPMENT LIST	1,438	33	54	2	56	89	0.0389
3	FLIGHT DECK / DOCUMENTATION	RADIO NAVIGATION CHARTS	1,647	46	54	10	64	110	0.0389

A – INSPECTION ITEMS CONCERNING FLIGHT DECK

A.1 EQUIPMENT

Most of the findings under “Equipment” are related to the Ground Proximity Warning System and the system called Airborne Collision Avoidance System (TCAS¹/ACAS II).

ICAO Annex 6 requires aircraft to be equipped with a Ground Proximity Warning System (GPWS). This system issues a warning to the flight crew should the aircraft come too close to the ground or terrain below. Some CIS-built aircraft types (Tupolev, Ilyushin, Antonov, Yakovlev) either have no such system installed or they have a system installed called SSOS, which does not fully meet the ICAO Standard.

Aircraft above a certain weight or number of seats need be equipped with TCAS/ACAS II equipment. This system indicates to the pilot other aircraft in its vicinity. Reported findings relate to no or outdated TCAS/ACAS II installed.

A.2 MINIMUM EQUIPMENT LIST (MEL)

The MEL specifies the circumstances under which an aircraft may be operated in spite of certain equipment being inoperative. The MEL is established by the aircraft operator and approved by the responsible State of Operator. The majority of the findings concern the lack of evidence of approval of the MEL, the MEL not being available or being out of date.

A.3 RADIO NAVIGATION CHARTS

Navigation systems are applied to determine the position of the aircraft, and for this purpose Navigation Charts and Navigation Databases are used. As the data to be included in the Navigation Charts and Databases could change from time to time, it is required that they be regularly updated. Out-of-date Navigation Charts, GPS², and expired FMS³ Navigation Database were the most common findings.

B – INSPECTION ITEMS CONCERNING PASSENGER CABIN

No.	INSPECTION ITEM	DESCRIPTION	No. INSPECTIONS(III)	FINDINGS (F)					Cat. 2 & 3/III
				CAT. 1	CAT. 2	CAT. 3	CAT. 2 & 3	TOTAL	
1	SAFETY / CABIN	EMERGENCY EXIT, LIGHTING AND MARKING, TORCHES	1,359	42	53	31	84	126	0.0618
2	SAFETY / CABIN	GENERAL INTERNAL CONDITION	1,844	31	20	38	58	89	0.0315
3	SAFETY / CABIN	ACCESS TO EMERGENCY EXITS	1,486	13	36	6	42	55	0.0283

1 TCAS = Traffic Collision Avoidance System

2 GPS = Global Positioning System

3 FMS = Flight Management System

B.1 EMERGENCY EXITS, LIGHTING AND MARKING, TORCHES

The findings mainly concern emergency exit lights which were not functioning properly, torches (flashlights) which were not available, in poor condition or not available in sufficient quantity, and non-installation or inadequately functioning of floor proximity (emergency) escape path marking systems. These systems indicate the location of the emergency exits. They are important especially when there is a fire or smoke in the passenger cabin or when the normal cabin lights are not functioning.

B.2 GENERAL INTERNAL CONDITION

This concerns the general condition of the passenger cabin and the equipment installed there such as seats, galleys, trolleys etc. Deficiencies reported include insecure trolleys in galleys, missing placards, insecured carpet.

B.3 ACCESS TO EMERGENCY EXITS

Access to emergency exits must always be without any obstructions. In case of an emergency, the path to the emergency exits and doors should be clear, allowing a rapid evacuation of the aircraft. Findings established were obstruction of access by catering boxes, luggage and slide rafts. Another frequent finding, especially on CIS-built aircraft, was the fact that the seats in front of the emergency exits can unfold and in case of an emergency may block the path to the exit.

C – INSPECTION ITEMS CONCERNING AIRCRAFT GENERAL CONDITION

No.	INSPECTION ITEM	DESCRIPTION	No. INSPECTIONS (III)	FINDINGS (F)					CAT. 2 & 3/III
				CAT. 1	CAT. 2	CAT. 3	CAT. 2 & 3	TOTAL	
1	AIRCRAFT CONDITION	GENERAL EXTERNAL CONDITION	2,755	151	70	4	74	225	0.0269
2	AIRCRAFT CONDITION	WHEELS, TIRES AND BRAKES	2,584	50	44	21	65	115	0.0252
3	AIRCRAFT CONDITION	LEAKAGE	2,268	53	35	16	51	104	0.0225

C.1 GENERAL EXTERNAL CONDITION

This concerns findings established during the visual inspection of the exterior of the aircraft. Findings included missing rivets, corrosion, dents in leading edges (wing / engine), damage to strobe light covers, missing registration marks, paint peeling off, etc.

C.2 WHEELS, TYRES AND BRAKES

Wheels, tyres and brakes need to be in proper condition. Reported findings are tyres worn beyond limits, leakage of hydraulic fluid in landing gear areas, brakes worn beyond limits.

C.3 LEAKAGE

On an aircraft one will find many systems containing various sorts of liquids (oil, fuel, water, hydraulic fluid etc.). Hydraulic, fuel and water leakages were

reported. Areas concerned were the toilet service panel, wings, flaps and slats, engines, APU⁴, landing gear, etc.

D – INSPECTION ITEMS CONCERNING CARGO COMPARTMENT

No.	INSPECTION ITEM	DESCRIPTION	No. INSPECTIONS (III)	FINDINGS (F)					CAT. 2 & 3/III
				CAT. 1	CAT. 2	CAT. 3	CAT. 2 & 3	TOTAL	
1	CARGO	SAFETY OF CARGO ON BOARD	835	30	41	74	115	145	0.1377
2	CARGO	DA NGER OUS G OODS	321	3	9	20	29	32	0.0903
3	CARGO	GE NE RAL CO NDI TION OF CARGO CO MPARTMENT	1,411	21	34	34	68	89	0.0482

D.1 SAFETY OF CARGO ON BOARD

In several cases, cargo in the cargo holds was not properly secured. Heavy items (such as spare wheels) were not restrained which might lead to damage of the aircraft in case of rapid acceleration / deceleration. In other cases, barrier nets were either not installed or in poor condition.

D.2 DANGEROUS GOODS

Certain types of material need special care and treatment because they are flammable, toxic, poisonous, etc. These are commonly referred to as "Dangerous Goods". When properly packed, stored, labelled, protected etc. Dangerous Goods may be transported. Findings that have been recorded include improper storage and labelling of the Dangerous Goods carried onboard and unavailability of required documents and manuals (Emergency Response Guide).

D.3 GENERAL CONDITION CARGO COMPARTMENT

Findings related to the general condition of the cargo compartment, such as damage to panels, deficiencies with the locking system, damage to containers carried onboard, non-restrained / secured cargo pallets and missing fasteners in the cargo compartment.

⁴ APU = Auxiliary Power Unit

8. ACTION TAKEN

8.1 GENERAL

Based on the category, number and nature of the findings, several actions may be taken.

If the findings indicate that the safety of the aircraft and its occupants is impaired, corrective actions will be required. Normally the aircraft commander will be asked to address the serious deficiencies which are brought to his attention. In rare cases, where inspectors have reason to believe that the aircraft commander does not intend to take the necessary measures on the deficiencies reported to him, they will formally ground the aircraft. The formal act of grounding by the State of Inspection means that the aircraft is banned from further flights until appropriate corrective measures are taken.

In 2002, the following events lead to the grounding of aircraft: no positive evidence that required maintenance had been performed, "deferred defects" long overdue, Certificate of Airworthiness expired, the general technical condition of the aircraft and high number of technical defects.

Another type of action is called "corrective actions before flight authorised". Before the aircraft is allowed to resume its flight, a corrective action is required to rectify any deficiencies which have been identified.

In other cases, the aircraft may depart under operational restrictions. An example of such a restriction would be the case where there is a deficiency regarding passenger seats. Operation of the aircraft is possible under the condition that the deficient seats are not occupied by any passenger.

All ECAC States have access to the inspections performed by other States through the database. When serious findings are established, the frequency of inspections may be increased.

It is standard practice that the aircraft commander of the aircraft which has just been inspected is debriefed about the findings. In addition, Category 2 and Category 3 findings are communicated to the responsible Aviation Authority and the home base of the operator with the request to take appropriate action to prevent recurrence.

If there is no sign of any improvement and if the findings are considered important, individual ECAC Member States may decide to revoke the entry permit of that particular foreign operator. This means that the particular operator is no longer allowed to conduct any operations using airports in that State.

The table below lists the actions taken as a result of inspections performed in the years 2000-2002.

		YEAR			
		2000	2001	2002	TOTAL
No. OF INSPECTIONS		2,394	2,706	3,234	8,334
No. OF FINDINGS		2,587	2,868	3,064	8,519
ACTIONS TAKEN	INFORMATION TO THE AUTHORITY AND OPERATOR	150	262	289	701
	RESTRICTION ON THE AIRCRAFT OPERATION	0	2	17	19
	CORRECTIVE ACTIONS BEFORE FLIGHT AUTHORISATION	184	210	225	619
	AIRCRAFT GROUNDED	16	28	12	56
	LIMITATIONS OR SUSPENSION OF THE ENTRY PERMIT	9	4	6	19

8.2 INTEGRATION OF THE PROGRAMME IN THE OVERALL AVIATION SAFETY CHAIN

Based on the SAFA inspections performed over the last few years, experience shows that these give a general indication of the safety of the foreign operators. This indication is limited in the sense that no full picture is obtained about the safety of that particular aircraft or operator. This is due to the fact that certain aspects are difficult to assess during an inspection (e.g. Crew Resource Management), the limited time available to perform an inspection, and the limited depth of inspection.

A full assessment of a particular aircraft or operator can only be obtained through the continuous oversight by the responsible Aviation Authority.

However, the information gained through the SAFA Programme is useful and the inspections contribute to the safe operation of the particular aircraft which has been inspected. SAFA also provides the opportunity for the Aviation Authorities of the Inspecting State and of the State of the Operator to co-operate in resolving specific safety related problems. The SAFA Programme has its place in the safety chain and therefore provides a valuable contribution to aviation safety in general.

The central database is particularly useful as it contributes to a rapid flow of information to the States participating in the SAFA Programme. Information from all inspections performed is shared, thus contributing to a more complete picture about a certain aircraft, aircraft type or operator.

8.3 FUTURE ACTION

With regard to the training of inspectors, it is expected that the exchange programme will develop further in the coming years.

The usage of and connection to the central SAFA database will be further promoted. Those States which are connected find the database particularly useful as it allows them to review the results of inspections performed by other States.

The database has been improved to accommodate operational requirements such as ease of use, shorter response times and more effective analytical functions. In addition, the database has been adapted to keep a record of

action taken as a result of inspections. This will also include keeping a record of replies received from the responsible Aviation Authority of the State of Operator in response to communication by the State which has performed the SAFA inspections.

If considered necessary and practical, the inspection checklist may be amended to include additional inspection items. These will flow from new regulations coming into force and most probably will be in the field of operational equipment to be carried in the Flight Deck.

The database will be analysed on an ongoing basis and results will be communicated to ECAC States. This will allow States to focus their inspections on a certain aircraft, aircraft type, operator or specific inspection item and will contribute to more effective and efficient inspections. Results may be shared with the States of the foreign operators so that appropriate preventive and corrective measures may be taken.

The database will be accessible to other parties involved in the SAFA Programme, such as the European Commission and the ICAO Safety Oversight Audit Section. It is also envisaged that limited data access will be given to non-ECAC States on the basis of agreements covering the bilateral exchange of safety data.

8.4 Co-OPERATION WITH ICAO

Co-operation with ICAO has been pursued, as illustrated by the provision of a lecturer to the SAFA training courses, and by the sharing of information.

8.5 Co-OPERATION WITH THE EUROPEAN UNION

The European Commission has proposed to the European Union Council and to the European Parliament a Directive on the "safety of third countries aircraft using Community airports". When this Directive comes into force, the SAFA Programme may need to be adjusted in order to assist EU States, through their participation in the SAFA Programme, in meeting their EU obligations.

The operational elements of the SAFA Programme are implemented by the Central JAA on behalf of ECAC. With the establishment of the European Aviation Safety Agency (EASA), the majority of activities of Central JAA will, eventually, be transferred to EASA, and the Central JAA will be closed. Consideration is currently being given to best-suited arrangements required for the continuation of the SAFA Programme, including its database, on a pan-European scale.

APPENDIX A

LIST OF STATES OF INSPECTED OPERATORS

OPERATOR STATE	ICAO CODE	OPERATOR STATE	ICAO CODE
Afghanistan	OA	Denmark	EK
Albania	LA	Dominican Republic	MD
Algeria	DA	Egypt	HE
Angola	FN	Equatorial Guinea	FG
Antigua and Barbuda	TA	Estonia	EE
Argentina	SA	Ethiopia	HA
Armenia	U5	Finland	EF
Austria	LO	France	LF
Azerbaijan	UB	Gabon	FO
Bahamas	MY	Georgia	UG
Bahrain	OB	Germany	ED
Bangladesh	VG	Ghana	DG
Barbados	TB	Greece	LG
Belarus	UM	Guinea-Bissau	GG
Belgium	EB	Hong Kong	VH
Bermuda	TX	Hungary	LH
Bosnia and Herzegovina	LQ	Iceland	BI
Brazil	SB	India	VA
Brunei Darussalam	WB	Indonesia	WA
Bulgaria	LB	Iran	OI
Cabo Verde (Cape Verde)	GV	Ireland	EI
Cameroon	FK	Israel	LL
Canada	C	Italy	LI
Cayman Islands	MW	Jamaica	MK
Chile	SC	Japan	RJ
China	ZB	Jordan	OJ
Colombia	SK	Kazakhstan	UA
Comoros	F1	Kenya	HK
Croatia	LD	Korea (North)	ZK
Cuba	MU	Korea (South)	RK
Cyprus	LC	Kuwait	OK
Czech Republic	LK	Kyrgyzstan	U2
Democratic Rep. of the Congo	FZ	Latvia	EV

OPERATOR STATE	ICAO CODE	OPERATOR STATE	ICAO CODE
Lebanon	OL	Slovakia	LZ
Libyan Arab Jamahiriya (Libya)	HL	Slovenia	LJ
Lithuania	EY	South Africa	FA
Luxembourg	EL	Spain	LE
The former Yugoslav Republic of Macedonia	LW	Sri Lanka	VC
Madagascar	FM	Sudan	HS
Malaysia	WM	Swaziland	FD
Malta	LM	Sweden	ES
Mauritania	GQ	Switzerland	LS
Mauritius	FI	Syrian Arab Republic (Syria)	OS
Mexico	MM	Tadjikistan	UT
Moldova (Republic of Moldova)	LU	Taiwan (Republic of China)	RC
Monaco	LN	Thailand	VT
Mongolia	ZM	Trinidad and Tobago	TT
Morocco	GM	Tunesia	DT
Namibia	FY	Turkey	LT
Netherlands	EH	Turkmenistan	U3
Netherlands Antilles	TN	Uganda	HU
New Zealand	NZ	Ukraine	UK
Niger	DR	United Arab Emirates	OM
Nigeria	DN	United Kingdom	EG
Norway	EN	United States of America	K
Pakistan	OP	Uzbekistan	U4
Poland	EP	Yemen	OY
Portugal	LP	Zimbabwe	FV
Qatar	OT		
Romania	LR		
Russian Federation	U		
Saint Vincent / Grenadines	TV		
Saudi Arabia	OE		
Senegal	GO		
Serbia and Montenegro	LY		
Seychelles	FS		
Sierra Leone	GF		
Singapore	WS		

APPENDIX B

AIRCRAFT TYPES INSPECTED

Aircraft Type	ICAO Code	Aircraft Type	ICAO Code
695 Jetprop Commander 980/1000 Rockwell	AC95	BAe146-200, Quiet Trader, Statesman	B462
Airbus A-300B2/4-1/2/100/ 200, A-300C4-200	A30B	BAe146-300	B463
Airbus A-300B4-600	A306	BAe-3100 Jetstream 31	JS31
Airbus A-310 (CC-150 Polaris)	A310	BAe-3200 Jetstream Super 31	JS32
Airbus A-319	A319	BAe-4100 Jetstream 41	JS41
Airbus A-320	A320	Beech 1900	B190
Airbus A-321	A321	Beech 200,1300 Super King Air	BE20
Airbus A330-200	A332	Beech 300	BE30
Airbus A330-300	A333	Beech 55 Baron	BE55
Airbus A340-200	A342	Beech 90	BE9L
Airbus A340-300	A343	Beech B300 Super King Air 350	B350
American Champion 7 Citabria	AR7	Bell 206A/B/L,406, JetRanger	B06
Antonov An-12	AN12	Beriev A-40 Albatros	BE40
Antonov An-124 Ruslan	A124	BN-2A Mk3 Trislander	TRIS
Antonov An-225 Mriya	A225	Boeing 707-100	B701
Antonov An-24	AN24	Boeing 707-300	B703
Antonov An-26	AN26	Boeing 717-200	B712
Antonov AN-28/PZL-Mielec AN-28	AN28	Boeing 720	B720
Antonov AN-72/74	AN72	Boeing 727-100	B721
ATR-42-200/300/320	AT43	Boeing 727-200	B722
ATR-42-400	AT44	Boeing 737-100	B731
ATR-42-500	AT45	Boeing 737-200	B732
ATR-72	AT72	Boeing 737-300	B733
BAC-111 One-Eleven	BA11	Boeing 737-400	B734
BAe ATP	ATP	Boeing 737-500	B735
BAe RJ-100	RJ1H	Boeing 737-600	B736
BAe RJ-70	RJ70	Boeing 737-700, BBJ	B737
BAe RJ-85	RJ85	Boeing 737-800	B738
BAe146-100, Statesman	B461	Boeing 747-100	B741
Boeing 747-200	B742	DHC-3-PZL3S/1000 Otter	DHC3
Boeing 747-300	B743	DHC-6 Twin Otter	DHC6

Aircraft Type	ICAO Code	Aircraft Type	ICAO Code
Boeing 747-400	B744	DHC-7 Dash 7	DHC7
Boeing 747SP	B745	DHC-8-100 Dash 8	DH8A
Boeing 747SR	B74R	DHC-8-300 Dash 8	DH8C
Boeing 757-200	B752	DHC-8-400 Dash 8	DH8D
Boeing 757-300	B753	Dornier 228	D228
Boeing 767-200	B762	Dornier 328	D328
Boeing 767-300	B763	Dornier Do-28A/B	DO28
Boeing 767-400	B764	Douglas DC-8-50, Jet Trader (EC-24)	DC85
Boeing 777-200	B772	Douglas DC-8-60	DC86
Boeing 777-300	B773	Douglas DC-9-30	DC93
Bombardier BD-700 Global Express	GLEX	Douglas DC-9-50	DC95
Canadair CL-600 Challenger	CL60	Embraer EMB-110/111Bandeirante	E110
Canadair RJ-100 Regional Jet	CRJ1	Embraer EMB-120 Brasilia	E120
Canadair RJ-200 Regional Jet	CRJ2	Embraer EMB-121 Xingu	E121
Canadair RJ-700 Regional Jet	CRJ7	Embraer EMB-145, ERJ-145	E145
Cessna 208 Caravan	C208	Eurocopter AS-350/550 Ecureuil	AS50
Cessna 340	C340	Fairchild Dornier 328JET, Envoy 3	J328
Cessna 401,402	C402	Fairchild SA-226TB,SA-227TT	SW3
Cessna 421,Golden Eagle	C421	Fairchild SA-226TC,SA-227AC/AT	SW4
Cessna 500 Citation, Citation 1	C500	Fairey BN-2A/B Islander	BN2P
Cessna 501 Citation 1SP	C501	Fokker 100	F100
Cessna 525 CitationJet	C525	Fokker 50,Maritime Enforcer	F50
Cessna 550, 551	C550	Fokker 70	F70
Cessna 560 Citation 5	C560	Fokker F-27 Friendship	F27
Cessna 650 Citation 3/6/7	C650	Fokker F-28 Fellowship	F28
Cessna 750 Citation 10	C750	Gulfstream G-1159 3/4/5	GULF
Commander 500	AC50	Harbin SH-5,PS-5	SH5
Dassault Falcon 2000	F2TH	Hawker Siddeley HS-748, BAe-748	A748
Dassault Falcon-Mystère 10/100	FA10	HS-125-1/2/3/400/600	H25A
Dassault Falcon-Mystère 20/200	FA20	HS-125-700	H25B
Dassault Falcon-Mystère 50	FA50	Ilyushin Il-18/20/22/24	IL18
Dassault Falcon-Mystère 900	F900	Ilyushin Il-62	IL62
DC-10	DC10	Ilyushin Il-76/78, Gajaraaj	IL76

Aircraft Type	ICAO Code	Aircraft Type	ICAO Code
Ilyushin Il-86	IL86	Soko G-4	G4
Ilyushin Il-96	IL96	Swearingen SA-26 Merlin 2	SW2
Kelowna CV-5800, Convair CV-540/580/600/640	CVLT	Tupolev Tu-134	T134
Learjet 31	LJ31	Tupolev Tu-154	T154
Learjet 35, 36	LJ35	Tupolev Tu-204/214/224/234	T204
Learjet 45	LJ45	Yak-40	YK40
Learjet 55	LJ55	Yak-42/142	YK42
Learjet 60	LJ60		
Let L-410/420 Turbolet	L410		
Lockheed C-130, AC-130, etc	C130		
Lockheed Electra I188	L188		
Lockheed L-1011 TriStar	L101		
Lockheed L-14 Super Electra	L14		
MD-11	MD11		
MD-81	MD81		
MD-82	MD82		
MD-83	MD83		
MD-87	MD87		
MD-88	MD88		
MD-90	MD90		
MOONEY M-20K/M	M20T		
Piaggio P-180 Avanti	P180		
Pilatus PC-12	PC12		
Pilatus PC-6 Porter	PC6P		
Piper PA-28 Cherokee	PA28		
Piper PA-31/31P Navajo	PA31		
Piper PA-32 Cherokee	PA32		
Piper PA-34 Seneca	PA34		
Piper PA-46 Malibu	PA46		
Saab 2000	SB20		
SAAB SF-340	SF34		
Short 360	SH36		
SN-601 Corvette	S601		
Socata TBM-700	TBM7		
Soko G-2	G2		

APPENDIX C

OPERATORS INSPECTED

Operator	ICAO Code	Operator	ICAO Code
ABELAG AVIATION	AAB	AIR ANATOLIA (ANADOLU HAVA.)	NTL
ACH HAMBURG GMBH	7AC	AIR ATLANTIQUE	AAG
ADRIA AIRWAYS	ADR	AIR BALTIC CORPORATION SIA	BTI
AEGEAN AVIATION	AEE	AIR BERLIN, INC.	BER
AER ARANN TEORANTA	REA	AIR BOSNA	BON
AER LINGUS TEORANTA	EIN	AIR BOTNIA	KFB
AERIS	AIS	AIR CANADA	ACA
AERO LLOYD FLUGREISEN GMBH	AEF	AIR CAVREL	ACL
AERO RENT, JOINT STOCK COMPANY	NRO	AIR CHINA	CCA
AERO-CHARTER UKRAINE LTD.	UCR	AIR COMET	MPD
AEROCOM	MCC	AIR CONTRACTORS (IRELAND) LTD	ABR
AERODIENST GMBH, NURNBURG	ADN	AIR DOLOMITI	DLA
AEROFLOT - RUSSIAN INT. AIRL.	AFL	AIR ENTERPRISE PULKOVO	PLK
AEROFLOT DON/DONAVIA	DNV	AIR EUROPA	AEA
AEROFREIGHT AIRLINES	FRT	AIR EUROPE SPA	AEL
AEROLINEAS ARGENTINAS	ARG	AIR EVEX GMBH, DUSSELDORF	EVE
AEROLINEAS MEXICANAS	LMX	AIR EXEL NETHERLANDS B.V.	AXL
AERONOVA	OVA	AIR FRANCE	AFR
AEROPUBLIC, S.L.	PUB	AIR GLACIERS SA	AGV
AEROSERVICES CORPORATE	CJE	AIR INDEPENDENCE LUFT.	JTV
AEROSVIT AIRLINES	AEW	AIR INDIA	AIC
AFRICAN INT. AIRWAYS	AIN	AIR JAMAICA	AJM
AFRICAN SAFARI AIRWAYS LTD.	QSC	AIR JET	AIJ
AFRICAONE	AFI	AIR KAZAKSTAN	KZK
AIGLE AZUR	AAF	AIR KORYO	KOR
AIR & TRAINING CENTER-WEST	BDI	AIR LIB	LIB
AIR 2000 LTD	AMM	AIR LIETUVA	KLA
AIR ADRIATIC	AHR	AIR LITTORAL	LIT
AIR ALFA HAVA YOLLARI	LFA	AIR LUXOR, LDA	LXR
AIR ALGERIE	DAH	AIR MADAGASCAR	MDG

Operator	ICAO Code	Operator	ICAO Code
AIR MALTA PLC	AMC	APATAS	LYT
AIR MAURITANIE	MRT	ARAVCO LTD.	ARV
AIR MAURITIUS LTD	MAU	ARCUS-AIR-LOGISTIC GMBH	AZE
AIR MEDICAL LTD	MCD	ARIANA AFGHAN AIRLINES	AFG
AIR MEDITERRANEE	BIE	ARKHANGELSK 2 AVIATION DIV	OAD
AIR MEMPHIS	MHS	ARKIA ISRAEL INLAND AIRLINES	AIZ
AIR MOLDOVA	MLD	ARMENIAN INT. AIRLINES	RME
AIR MOLDOVA INT.	MLV	ARMENIAN INT. AIRWAYS	RML
AIR NEW ZEALAND LTD.	ANZ	ARTAC	AVS
AIR NOVE	NHA	ASIANA AIRLINES	AAR
AIR SCANDIC	SCY	ATLANTA	ABD
AIR SEYCHELLES	SEY	ATLANTIC AIRLINES LTD	ALH
AIR SOFIA	SFB	ATLANTIC AIRWAYS FAROE ISLANDS	FLI
AIR STYRIA	7AS	ATLAS AIR, INC. (JAMAICA, NY)	GTI
AIR TRAFFIC GMBH DUSSELDORF	ATJ	ATLAS INT. (TURKEY)	OGE
AIR TRANSAT	TSC	ATRAN-AVIATRANS CARGO AIRLINES	VAS
AIR UNIVERSAL LTD	UVS	AUDELI AIR EXPRESS	ADI
AIR VIA	VIM	AURELA	LSK
AIR ZENA	TGZ	AURIGNY AIR SERVICES LTD.	AUR
AIR ZIMBABWE	AZW	AUSTRIAN AIRLINES (AUA)	AUA
AIRLINK LUFTVERKEHRS GESELL.	JAR	AVANTI AIR GMBH, BUDINGEN	EEX
AIRTOURS INT.	AIH	AVCON, AVIATION CONSULTING LTD	VCN
AIRVENTURE, BVBD	RVE	AVIA EXPRESS LTD.	AEH
ALBANIAN AIRLINES MAK S.H.P.K.	LBC	AVIACON ZITOTRANS	AZS
ALISEA AIRLINES	BBG	AVIAENERGO	ERG
ALITALIA	AZA	AVIAEXPRESS CRUISE, JSC.	BKS
ALITALIA EXPRESS	SMX	AVIANCA (COLOMBIA).	AVA
ALITALIA TEAM	NOV	AVIAST LTD, JSC.	VVA
ALIVEN	LVN	AVIATION ASSISTANCE	4AS
ALL NIPPON AIRWAYS CO., LTD.	ANA	AVIATION COMPANY MERIDIAN	MMM
AMERER AIR	AMK	AVIAVILSA	LVR
AMERICAN AIRLINES INC.	AAL	AVIOIMPEX	AXX
AMERIJET INT.	AJT	AXIS AIRWAYS	AXY
ANTINEA AIRLINES	DJA	AZALAVIA-AZERBAIJAN HAVA YOL.	AHY
ANTONOV DESIGN BUREAU	ADB	AZERBAIJAN HAVA JOLLARI	AHC

Operator	ICAO Code	Operator	ICAO Code
AZZURRA AIR	AZI	CAT AVIATION AG	CAZ
BA CITIEXPRESS	BRT	CATHAY PACIFIC AIRWAYS LTD.	CPA
BALKAN AIR TOUR	LZB	CCF MANAGER AIRLINE GMBH, KOLN	CCF
BALKAN-BULGARIAN AIRLINES	LAZ	CEGA AVIATION LIMITED	CEG
BALTIC INT. AIRLINES	BIA	CENTRE-AVIA AIRLINES, JSC	CVC
BANGLADESH BIMAN	BBC	CHABAHAIR AIRLINE	IRU
BASHKIRIAN AIRLINES	BTC	CHALAIR	CLG
BELAIR AIRLINES AG	BHP	CHANNEL EXPRESS (AIR SERVICES)	EXS
BELAVIA	BRU	CHELYABINSK AIR ENTERPRISE	CHB
BENAIR	BEI	CHINA AIRLINES	CAL
BIN AIR	3BA	CHINA EASTERN AIRLINES	CES
BIZAIR FLUGGESELLSCHAFT	BZA	CIMBER AIR A/S	CIM
BLUE LINE	BLE	CIRRUS LUFTFAHRTGESELL. MBH	RUS
BLUE PANORAMA AIRLINES SPA	BPA	CITYFLYER EXPRESS	CFE
BOSPHORUS EUROPEAN AIRWAYS	8BA	CITYJET	BCY
BOSPHORUS EUROPEAN AIRWAYS	BHY	COAST AIR AS	CST
BRAATHENS ASA	BRA	COMFORT AIR	7CA
BRIGHT AVIATION SERVICES	BRW	COMPAGNIE NATIONALE AIR GABON	AGN
BRISTOW HELICOPTERS GROUP LTD.	BHL	CONCORS LATVIAN AIR SERVICE	COS
BRITAIR S.A.	BZH	CONDOR FLUGDIENST GMBH	CFG
BRITANNIA AIRWAYS LTD.	BAL	CONTINENTAL AIR LINES INC.	COA
BRITISH AIRWAYS	BAW	CORSE AIR INT.	CRL
BRITISH EUROPEAN	BEE	COUGAR LEASING LTD	GCR
BRITISH MIDLAND AIRWAYS LTD.	BMA	CROATIA AIRLINES	CTN
BRITISH MIDLAND REGIONAL LTD	BMI	CRONUS AIRLINES	CUS
BRUSSELS INT. AIRLINES	BXI	CUBANA DE AVIACION S.A.	CUB
BULGARIAN AIR CHARTER	BUC	CYPRUS AIRWAYS LTD.	CYP
BUSINESS AIR AG	BUR	CZ AIRLINES, J.S.C.	OKC
BUSINESS JET SWEDEN KB	SCJ	CZECH AIRLINES J.S.C.	CSA
BWIA WEST INDIES AIRWAYS LTD	BWA	DAIMLER CHRYSLER AVIATION GMBH	DCS
C N AIR, S.A.	ORO	DAIRO AIR SERVICES,LTD.	DSR
CAMEROON AIRLINES	UYC	DANISH AIR TRANSPORT	DTR
CARGOLUX AIRLINES INT.	CLX	DARTA	DRT
CARPATAIR S.A.	KRP	DAS AIR CARGO	DAZ

Operator	ICAO Code	Operator	ICAO Code
DELTA AIR LINES, INC.	DAL	EUROPEAN AIR TRANSPORT	BCS
DENIM AIR	DNM	EUROPEAN AVIATION AIR CHARTER	EAF
DEUTSCHE LUFTHANSA, A.G.	DLH	EUROWINGS AG, NURNBERG	EWG
DHL AIR LTD	DHK	EVA AIRWAYS CORPORATION	EVA
DHL AIRWAYS, INC.	DHL	EVERGREEN INT. AIRL.	EIA
DNIEPROAVIA	UDN	EX. A.V. EXECUTIVE AVIATION	EEV
DOMINGUEZ TOLEDO (GR MAYORAL)	MYO	EXCEL AVIATION LTD	XLA
DONBASS-EASTERN UKRAINIAN	UDC	EXCELLENT AIR GMBH	GZA
DUCAIR S.A.	DUK	EXECUTIVE WINGS AVIATION	7EW
DUCOR WORLD AIRLINES	7DW	EXIN	EXN
DYNAMIC AIR	DYE	EXPRESS AIRWAYS GMBH	EPA
EAST LINE AIRLINES	ESL	FAI AIRSERVICE, NURNBERG	IFA
EASTERN AIRWAYS (UK) LTD	EZE	FALCON AIR AB	FCN
EASY JET SWITZERLAND SA	EZS	FALCON AIR, INC. (FLINT, MI)	FAI
EASYJET AIRLINES CO. LTD	EZY	FARNER HUNGARY LTD	FAH
EGYPT AIR	MSR	FARNER SWITZERLAND AG	FAT
EGYPTIAN AIR FORCE	EGY	FINNAIR O/Y	FIN
EL AL - ISRAEL AIRLINES LTD.	ELY	FISCHER AIR LTD	FFR
ELECTRA AIRLINES	ELD	FLASH AIRLINES	FSH
EMERALD AIRWAYS LTD	JEM	FLIGHTLINE	FLT
EMIRATES	UAE	FLUGDIENST FEHLHABER GMBH	FFG
ENIMEX LTD	ENI	FLUGFELAG ISLANDS, ICELAND AIR	FXI
ENKOR, JOINT STOCK COMPANY	ENK	FLY AIR	FLM
ESTONIAN AIR	ELL	FLYING SERVICE	FYG
ETHIOPIAN AIRLINES CORPORATION	ETH	FORD MOTOR CO. LTD	FOB
EURALAIR	EUL	FOXAIR	FXR
EURASIA AIRCOMPANY	EUS	FREE BIRD AIRLINES	FHY
EURAVIATION	EVN	FUTURA	FUA
EUROATLANTIC AIRWAYS	MMZ	GANDALF	GNF
EUROCYPRIA AIRLINES LTD	ECA	GARUDA INDONESIA, P.T.	GIA
EUROFLY SERVICE	EEU	GATS GUINEA S.A.	GTS
EUROJET AVIATION LTD	GOJ	GAZPROMAVIA	GZP
EUROJET ITALIA	ERJ	GB AIRWAYS LTD	GBL
EUROLOT S.A.	ELO	GEMINI AIR CARGO, LLC	GCO
EUROPE AIRPOST	FPO	GENERAL ELECTRIC (GECAS)	GCC
EUROPE CONTINENTAL AIRWAYS ECA	ECC	GEORGIAN AIRLINES	GEG
EUROPEAN AIR EXPRESS	EAL	GESTAIR EXECUTIVE JET	GES

Operator	ICAO Code	Operator	ICAO Code
GHANA AIRWAYS CORPORATION	GHA	IRTYSH-AVIA	IRT
GLOBAL SUPPLY SYSTEMS LTD.	GSS	ISLANDSFLUG (ICEBIRD AIRLINE)	ICB
GO FLY LIMITED	GOE	ISRAIR	ISR
GOLD AIR INT. LTD	GDA	JAMAHIRIYA LIBYAN ARAB AIRL.	LAA
GOLDEN AIR FLYG AB	GAO	JAPAN AIR LINES COMPANY, LTD.	JAL
GOUVERNEMENT DU QUEBEC	QUE	JAT (JUGOSLOVENSKI AEROTR.)	JAT
GRIZOBUDOVA AIR	7GR	JERSEY EUROPEAN AIRWAYS	JEA
GROMOV AIR, JSC	GAI	JET AVIATION, BUSINESS JETS AG	PJS
GULF AIR	GFA	JET LINE INT. LTD.	MJL
HAMARFLY AS	HAM	JETALLIANCE FLUGBETRIEBS AG	JAF
HAPAG LLOYD EXECUTIVE	HLX	JETCLUB LIMITED	JCS
HAPAG LLOYD FLUGGESELLSCHAFT	HLF	JMC AIRLINES LIMITED	JMC
HC AIRLINES LTD.	HLA	JR AVIATION	7JR
HELI-AIR-MONACO	MCM	KARTHAGO AIRLINES	KAJ
HELIAVIA TRANSPORTE AEREO, LDA	HEA	KAVMINVODYAVIA	MVD
HELIOS AIRWAYS LTD.	HCY	KAZAKHSTAN AIRLINES (KAZAIR)	KZA
HEMUS AIR	HMS	KENYA AIRWAYS LTD.	KQA
HEWA BORA AIRWAYS	ALX	KHALIFA AIRWAYS	KZW
HEWA BORA AIRWAYS	HBA	KHORS AIRCOMPANY	KHO
HEX'AIR	HER	KIBRIS TURK HAVA YOLLARI LTD.	KYV
HOLA AIRLINES	HOA	KLM CITYHOPPER BV	KLC
HONDURAS AIRLINES	HAS	KLM ROYAL DUTCH AIRLINES	KLM
HONG KONG DRAGON AIRLINES	HDA	KLM UK LTD	UKA
HYDRO AIR FLIGHT OPERATIONS	HYC	KOGALYMAVIA	KGL
IBERIA	IBE	KOREAN AIR LINES CO., LTD.	KAL
IBERTRANS AEREA S.L.	IBT	KRASNOJARSKY AIRLINES	KJC
IBERWORLD	IWD	KUWAIT AIRWAYS CORPORATION	KAC
ICELANDAIR	ICE	KYRGYZSTAN AIRLINES	KGA
INTER AIR AB	INR	L T E INT. AIRWAYS	LTE
INTER EXPRESS AIRLINES	INX	LAN -LINEA AEREA NAC. DE CHILE	LAN
INTERMEDIACION AEREA S.L.	IEA	LATCHARTER	LTC
INTERSKY LUFTFAHRT GMBH	ISK	LAUDA AIR	LDA
IRAN NAT. AIRLINES (IRAN AIR)	IRA	LEADAIR UNIJET	LEA

Operator	ICAO Code	Operator	ICAO Code
LITHUANIAN AIRLINES	LIL	MTM AVIATION GMBH, MUNCHEN	MTM
LOT - POLSKIE LINIE LOTNICZE	LOT	MUSTIQUE AIRWAYS	MAW
LOTUS AIRLINE	TAS	NETJETS, TRANSPORTES AEREOS	NJE
LTU LUFTRANSPORT-UNTERNEHMEN	LTU	NEWAIR	NAW
LUFTHANSA CITYLINE	CLH	NIPPON CARGO AIRLINES CO.	NCA
LUXAIR	LGL	NORDIC AIRLINK	NDC
LUXAVIATION S.A.	LXA	NORTH FLYING A/S	NFA
LVOV AIRLINES	UKW	NORTHERN EXECUTIVE AVIATION	NEX
MACEDONIAN AIRLINES (FYROM)	MAK	NORTHWEST AIRLINES INC.	NWA
MACEDONIAN AIRLINES (GREECE)	MCS	NOUVEL AIR TUNISIE	LBT
MAERSK AIR I/S (DENMARK)	DAN	NOVA AIRLINES AB	NVR
MAERSK AIR LTD. (UK)	MSK	ODETTE AIRWAYS AG	OAW
MAHAN AIR	IRM	OLYMPIC AIRWAYS S.A.	OAL
MALAYSIAN AIRLINES SYSTEM	MAS	OLYMPIC AVIATION S.A.	OLY
MALEV - HUNGARIAN AIRLINES	MAH	OMSKAVIA AIRLINE	OMS
MALEV EXPRESS	MEH	ONUR HAVA TASIMACILIK AWMS	OHY
MALI AIR LUFVERKEHRGESELL.	MAE	OSTFRIESISCHE LUFTRANSPORT	OLT
MALMO AVIATION AB	SCW	OXAERO	OXE
MANHATTAN AIR LTD	MHN	PAKISTAN INT. AIRLINES (PIA)	PIA
MARTINAIR HOLLAND N.V.	MPH	PANAIR	PNR
MD AIRLINES LTD.	MDI	PANAIR S.P.A.	PIT
MERIDIANA SPA	ISS	PEGASUS HAVA TASIMACILIGI	PGT
MID EAST JET INC.	7ME	POLAR AIR CARGO, INC.	PAC
MIDDLE EAST AIRLINES	MEA	POLET	POT
MIDWEST AIRLINES	MWA	PORTUGALIA	PGA
MINILINER SRL	MNL	PREMIAIR	VKG
MK AIRLINE LTD	MKA	PREMIUM AIR SHUTTLE LTD	EMI
MNG HAVAYOLLARI VE TASIMACILIK	MNB	PRIVATE FLIGHT	ZZZ
MOLDAVIAN AIRLINES	MDV	PROTEUS AIR SYSTEME	PRB
MONARCH AIRLINES LTD.	MON	PSKOV STATE AVIATION ENT.	PSW
MONGOLIAN AIRLINES	MGL	QATAR AIRWAYS COMPANY	QTR
MONTENEGRO AIRLINES	MGX	RABBIT-AIR AG, ZURICH	RBB
MOUNTAIN AIR CARGO, INC.	MTN	RAF-AVIA	MTL

Operator	ICAO Code	Operator	ICAO Code
REGIONAL AIR LINES (MOROCCO)	RGL	SKY AIRLINES	SHY
REGIONAL AIRLINES (FRANCE)	RGI	SKY SERVICE	SKS
REGIONAL LINEAS AEREAS (SPAIN)	RGN	SKYEUROPE AIRLINES, A.S.	ESK
RHEINTALFLUG-ROLF SEEWALD	RTL	SKYJET INC.	SKJ
RIGA AIRCLUB	RAK	SKYSERVICE F.B.O. INC.	SSV
RIVAFLECHA S.L. (BKS AIR)	CKM	SKYWAYS ENTERPRISE AB	FLY
ROMAVIA	RMV	SKYWAYS EXPRESS AB	SKX
ROSSAIR EUROPE	ROS	SLOVAK AIRLINES	SLL
ROSSAIR EUROPE (TURDUS AIRW.)	TRQ	SN BRUSSELS AIRLINES	DAT
ROYAL AIR MAROC	RAM	SOBELAIR	SLR
ROYAL BRUNEI AIRLINES	RBA	SOUTH AFRICAN AIRWAYS (SAA)	SAA
ROYAL JORDANIAN	RJA	SPANAIR	JKK
RUSAIR, JOINT-STOCK AIR COMP.	CGI	SRILANKAN AIRLINES	ALK
RYANAIR	RYR	ST. VINCENT GRENADINES AIR	SVD
SABENA	SAB	STAR AIR I/S	SRR
SARATOV AVIATION DIVISION	SOV	STAR EUROPE	SEU
SATA INTERNACIONAL	RZO	STATE TRANSPORT COMPANY RUSSIA	SDM
SAUDI ARABIAN AIRLINES	SVA	STERLING EUROPEAN AIRLINES A/S	SNB
SCANDINAVIAN AIRLINES SYSTEM	SAS	STREAMLINE AVIATION LTD	SSW
SENATOR AVIATION CHARTER	SNA	STUTTGARTER FLUG DIENST (SFD)	7SF
SERVAIR, PRIVATE CHARTER AG	SWZ	STUTTGARTER FLUGDIENST GMBH	FFD
SHOROUK AIR	SHK	SUCKLING AIRWAYS	SAY
SIA CARGO PTE LTD	SQC	SUDAN AIRWAYS	SUD
SIBERIA AIRLINES	SBI	SUN-AIR OF SCANDINAVIA A/S	SUS
SILK WAY	AZQ	SUNDOR INT. AIR SERVICES	ERO
SILVER AIR LTD	SLD	SUNEXPRESS -GUNES EKSPRES HAV.	SXS
SILVER ARROWS S.A.	SVW	SWIFTAIR S.A.	SWT
SINGAPORE AIRLINES LTD	SIA	SWISS AIR-AMBULANCE LTD.	SAZ
SIRIO	SIO	SWISS INT. AIR LINES	CRX
SIRIUS	IRS	SWISSAIR	SWR
SIXCARGO S.P.A.	ISG	SWISSWINGS S.A.	RQX
SKORPION AIR	SPN	SYMBOL S.A.	ANS

Operator	ICAO Code	Operator	ICAO Code
SYRIAN ARAB AIRLINES	SYR	TURKMENHOVAYOLLARY	TUA
TAAG, LINHAS AEREAS DE ANGOLA	DTA	TYROLEAN AIRWAYS	TYR
TACV -TRANS. AEREOS CABO VERDE	TCV	TYROLEAN JET SERVICE	TJS
TAG AVIATION S.A.	FPG	UKRAINE AIRALLIANCE	UKL
TAG CITY AIR	CIP	UKRAINE CARGO AIRWAYS	UKS
TAJIKAIR	TJK	UKRAINE INT. AIRLINES	AUI
TAJIKISTAN	TZK	UKRAINE MEDITERRANEAN AIRLINES	UKM
TAM - LINHAS AEREAS S.A.	TAM	ULYANOVSK H. CIVIL AV. SCHOOL	UHS
TAROM, ROMANIAN AIR TRANSPORT	ROT	UNITED AIR LINES INC.	UAL
TAVREY, AIRCOMPANY	TVR	UNITED PARCEL SERVICE COMPANY	UPS
THAI AIRWAYS INT.	THA	URAL AIRLINES	SVR
THOMAS COOK AIRLINES BELGIUM	TCW	US AIRWAYS	USA
TITAN AIRWAYS LTD	AWC	UZBEKISTAN AIRWAYS-HAVO JUL.	UZB
TJUMENAVIATRANS	TMN	VARIG -VIACAO AEREA RIO-GRAND.	VRG
TMA -TRANS MEDITERRANEAN AIRL.	TMA	VEGA AIRLINES	VEA
TNT AIRWAYS S.A.	TAY	VIRGIN EXPRESS	VEX
TNT INT. AVIATION	NTR	VLAAMSE	VLM
TRANS JET AIRWAYS AB	SWL	VOLARE AIRLINES (ITALY)	VLE
TRANS TRAVEL AIRLINES	1TT	VOLARE AVIATION ENT. (UKRAINE)	VRE
TRANS WORLD AIRLINES INC.	TWA	VOLGA-DNEPR	VDA
TRANSAERO AIRLINES	TSO	WDL AVIATION (KOLN)	WDL
TRANSAIR SWEDEN AB	TWE	WELCOME AIR LUFTFAHRT	WLC
TRANSAVIA HOLLAND B.V.	TRA	WEST AIR SWEDEN AB	SWN
TRANSPORTES AEREOS PORTUGUESES	TAP	WESTAIR AVIATION LTD	EFF
TRAVEL SERVICE LTD (HUNGARY)	TVL	WHITE EAGLE AVIATION LTD	WEA
TRAVEL SERVIS (CZECH REP.)	TVS	WIDEROE'S FLYVESELSKAP A/S	WIF
TRISTAR AIR	TSY	WINDROSE AIR, BERLIN	QGA
TULIP AIR CHARTER B.V.	FRN	WORLD AIRWAYS INC.	WOA
TUNIS AIR	TAR	YEMENIA, YEMEN AIRWAYS	IYE
TUNISAVIA	TAJ		
TURK HAVA KURUMU	THK		
TURKISH AIRLINES-TURK HAVA YO.	THY		

APPENDIX D

RESULTS OF INSPECTIONS PER INSPECTION ITEM

INSPECTION ITEM	DESCRIPTION	NO. INSPECTIONS (III)	NO. FINDINGS (F)	F/III
A. FLIGHT DECK / GENERAL	GENERAL CONDITION	2,154	27	0.012535
	EMERGENCY EXIT	1,868	1	0.000535
	EQUIPMENT	1,722	172	0.099884
DOCUMENTATION	MANUALS	1,512	85	0.056217
	CHECKLISTS	1,529	38	0.024853
	RADIO NAVIGATION CHARTS	1,647	110	0.066788
	MINIMUM EQUIPMENT LIST	1,438	89	0.061892
	CERTIFICATE OF REGISTRATION	2,559	20	0.007816
	NOISE CERTIFICATE (WHERE APPLICABLE)	2,453	22	0.008969
	AOC OR EQUIVALENT	2,290	62	0.027074
	RADIO LICENCE	2,528	86	0.034019
	CERTIFICATE OF AIRWORTHINESS (COA)	2,539	29	0.011422
FLIGHT DATA	FLIGHT PREPARATION	1,527	112	0.073346
	WEIGHT AND BALANCE SHEET	1,413	81	0.057325
SAFETY EQUIPMENT	HAND FIRE EXTINGUISHERS	1,709	42	0.024576
	LIFE JACKETS / FLOTATION DEVICE	1,533	22	0.014351
	HARNESS	1,705	68	0.039883
	OXYGEN EQUIPMENT	1,604	58	0.03616
	FLASH LIGHT	1,564	53	0.033887
FLIGHT CREW JOURNEY LOG BOOK / TECHNICAL LOG OR EQUIVALENT	FLIGHT CREW LICENCE	2,290	95	0.041485
	JOURNEY LOG BOOK, OR EQUIVALENT	2,011	27	0.013426
	MAINTENANCE RELEASE	1,889	36	0.019058
	DEFECT NOTIFICATION AND RECTIFICATION (INCL. TECH LOG)	1,820	84	0.046154
	PRE-FLIGHT INSPECTION	1,736	9	0.005184
B. SAFETY / CABIN	GENERAL INTERNAL CONDITION	1,844	89	0.048265
	CABIN ATTENDANT'S STATION AND CREW REST AREA	1,445	38	0.026298
	FIRST AID KIT / EMERGENCY MEDICAL KIT	1,384	68	0.049133
	HAND FIRE EXTINGUISHERS	1,423	28	0.019677
	LIFE JACKETS / FLOTATION DEVICES	1,331	31	0.023291
	SEAT BELTS	1,442	20	0.01387
	EMERGENCY EXIT, LIGHTING AND MARKING, TORCHES	1,359	126	0.092715
	SLIDES / LIFE-RAFTS (AS REQUIRED)	1,024	11	0.010742
	OXYGEN SUPPLY (CABIN CREW AND PASSENGERS)	1,295	31	0.023938
	SAFETY INSTRUCTIONS	1,364	52	0.038123
	CABIN CREW MEMBERS	1,295	1	0.000772
	ACCESS TO EMERGENCY EXITS	1,486	55	0.037012

INSPECTION ITEM	DESCRIPTION	NO. INSPECTIONS (III)	NO. FINDINGS (F)	F/III
	SAFETY OF PASSENGER BAGGAGE	900	28	0.031111
	SEAT CAPACITY	1,181	1	0.000847
C. AIRCRAFT CONDITION	GENERAL EXTERNAL CONDITION	2,755	225	0.08167
	DOORS AND HATCHES	2,580	37	0.014341
	FLIGHT CONTROLS	2,540	48	0.018898
	WHEELS, TYRES AND BRAKES	2,584	115	0.044505
	UNDERCARRIAGE	2,573	44	0.017101
	WHEEL WELL	2,490	27	0.010843
	POWERPLANT AND PYLON	2,430	80	0.032922
	FAN BLADES	2,109	8	0.003793
	PROPELLERS	468	4	0.008547
	OBVIOUS REPAIRS	2,148	33	0.015363
	OBVIOUS UNREPAIRED DAMAGE	2,113	52	0.02461
	LEAKAGE	2,268	104	0.045855
D. CARGO	GENERAL CONDITION CARGO COMPARTMENT	1,411	89	0.063076
	DANGEROUS GOODS	321	32	0.099688
	SAFETY OF CARGO ON BOARD	835	145	0.173653
E. GENERAL	GENERAL	243	14	0.057613

APPENDIX E

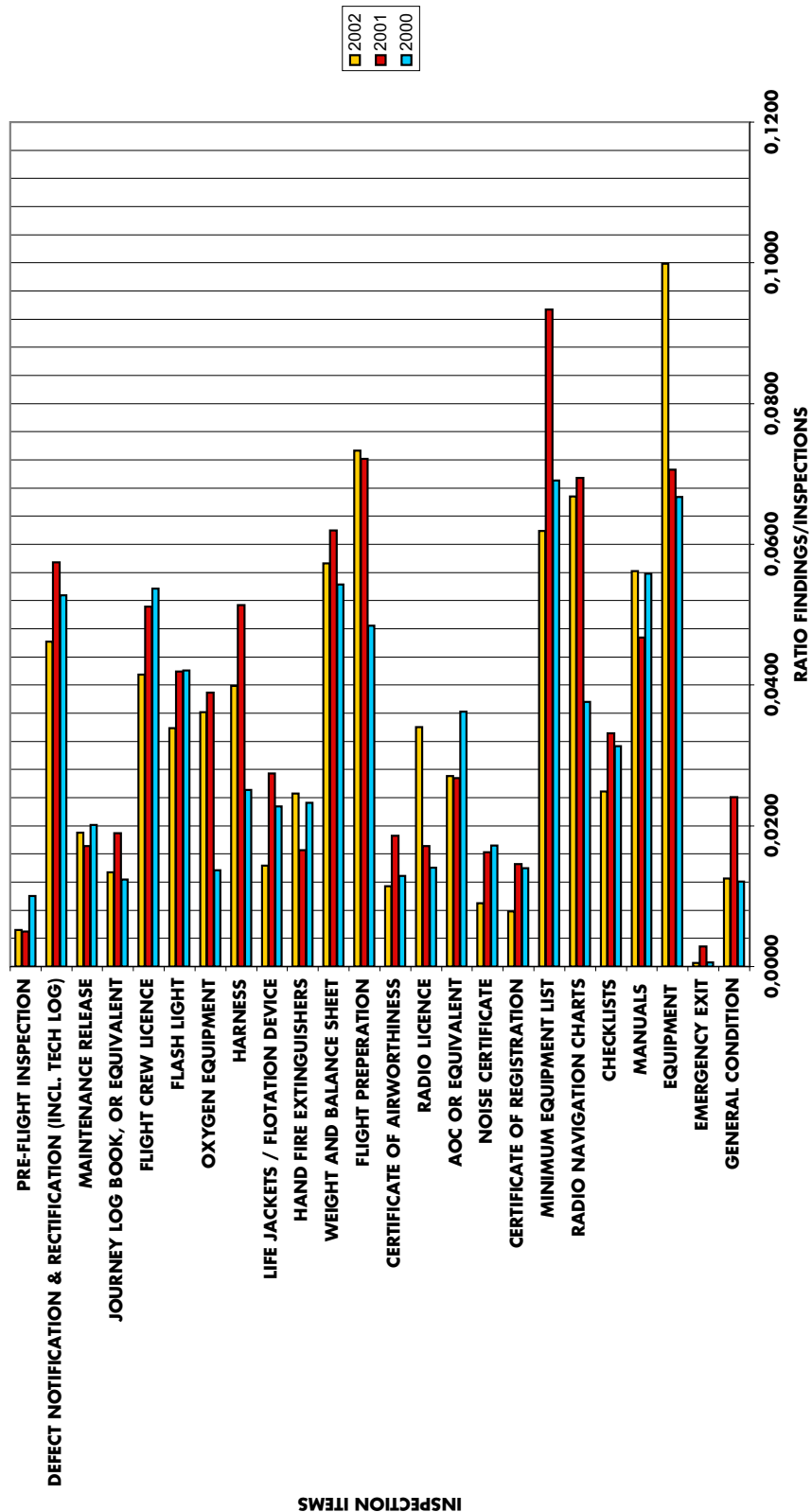
ITEM	DESCRIPTION	F/III ^a	F/III	F/III
		2000	2001	2002
A01	GENERAL CONDITION	0.0121	0.0241	0.0125
A02	EMERGENCY EXIT	0.0006	0.0029	0.0005
A03	EQUIPMENT	0.0667	0.0706	0.0999
A04	MANUALS	0.0559	0.0467	0.0562
A05	CHECKLISTS	0.0313	0.0331	0.0249
A06	RADIO NAVIGATION CHARTS	0.0376	0.0695	0.0668
A07	MINIMUM EQUIPMENT LIST	0.0690	0.0934	0.0619
A08	CERTIFICATE OF REGISTRATION	0.0140	0.0145	0.0078
A09	NOISE CERTIFICATE	0.0172	0.0162	0.0090
A10	AOC OR EQUIVALENT	0.0363	0.0268	0.0271
A11	RADIO LICENCE	0.0141	0.0171	0.0340
A12	CERTIFICATE OF AIRWORTHINESS	0.0129	0.0186	0.0114
A13	FLIGHT PREPERATION	0.0485	0.0721	0.0733
A14	WEIGHT AND BALANCE SHEET	0.0543	0.0620	0.0573
A15	HAND FIRE EXTINGUISHERS	0.0233	0.0165	0.0246
A16	LIFE JACKETS / FLOTATION DEVICE	0.0227	0.0274	0.0144
A17	HARNESS	0.0251	0.0514	0.0399
A18	OXYGEN EQUIPMENT	0.0137	0.0389	0.0362
A19	FLASH LIGHT	0.0421	0.0419	0.0339
A20	FLIGHT CREW LICENCE	0.0537	0.0511	0.0415
A21	JOURNEY LOG BOOK, OR EQUIVALENT	0.0124	0.0189	0.0134
A22	MAINTENANCE RELEASE	0.0201	0.0171	0.0191
A23	DEFECT NOTIFICATION & RECTIFICATION (INCL. TECH LOG)	0.0528	0.0574	0.0462
A24	PRE-FLIGHT INSPECTION	0.0100	0.0050	0.0052
B01	GENERAL INTERNAL CONDITION	0.0534	0.0456	0.0483
B02	CABIN ATTENDANT'S STATION	0.0254	0.0295	0.0263
B03	FIRST AID KIT / EMERGENCY MEDICAL KIT	0.0555	0.0547	0.0491
B04	HAND FIRE EXTINGUISHERS	0.0242	0.0218	0.0197
B05	LIFE JACKETS / FLOTATION DEVICES	0.0351	0.0360	0.0233
B06	SEAT BELTS	0.0155	0.0101	0.0139
B07	EMERGENCY EXIT, LIGHTING AND MARKING, TORCHES	0.0672	0.0850	0.0927
B08	SLIDES / LIFE-RAFTS (AS REQUIRED)	0.0156	0.0187	0.0107
B09	OXYGEN SUPPLY (CABIN CREW AND PASSENGERS)	0.0298	0.0263	0.0239
B10	SAFETY INSTRUCTIONS	0.0305	0.0486	0.0381
B11	CABIN CREW MEMBERS	0.0008	0.0035	0.0008
B12	ACCESS TO EMERGENCY EXITS	0.0325	0.0307	0.0370
B13	SAFETY OF PASSENGER BAGGAGES	0.0266	0.0375	0.0311
B14	SEAT CAPACITY	0.0017	0.0010	0.0008
C01	GENERAL EXTERNAL CONDITION	0.1013	0.0752	0.0817
C02	DOORS AND HATCHES	0.0158	0.0171	0.0143
C03	FLIGHT CONTROLS	0.0160	0.0185	0.0189

		F/III ¹	F/III	F/III
ITEM	DESCRIPTION	2000	2001	2002
C04	WHEELS, TYRES AND BRAKES	0.0358	0.0390	0.0445
C05	UNDERCARRIAGE	0.0183	0.0210	0.0171
C06	WHEEL WELL	0.0137	0.0150	0.0108
C07	POWERPLANT AND PYLON	0.0216	0.0245	0.0329
C08	FAN BLADES	0.0101	0.0072	0.0038
C09	PROPELLERS	0.0150	0.0065	0.0085
C10	OBVIOUS REPAIRS	0.0145	0.0146	0.0154
C11	OBVIOUS UNREPAIRED DAMAGE	0.0384	0.0435	0.0246
C12	LEAKAGE	0.0615	0.0472	0.0459
D01	GENERAL CONDITION CARGO COMPARTMENT	0.0435	0.0618	0.0631
D02	DANGEROUS GOODS	0.0450	0.1107	0.0997
D03	SAFETY OF CARGO ON BOARD	0.1345	0.1079	0.1737
GEN	GENERAL	0.0820	0.0182	0.0576

¹ FINDINGS PER INSPECTION

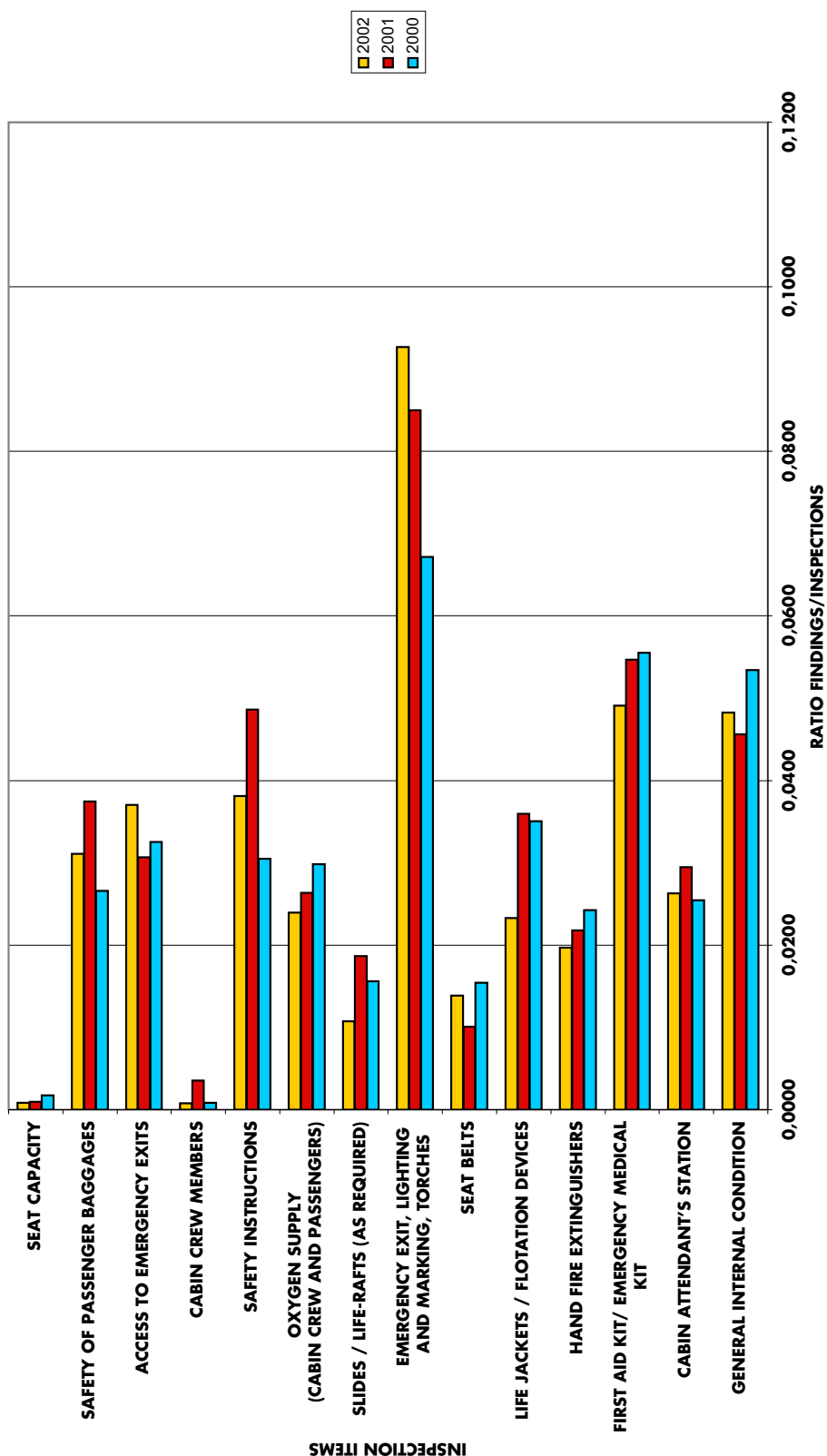
APPENDIX E-1 FLIGHT DECK

RATIO OF FINDINGS IN RELATON TO INSPECTIONS



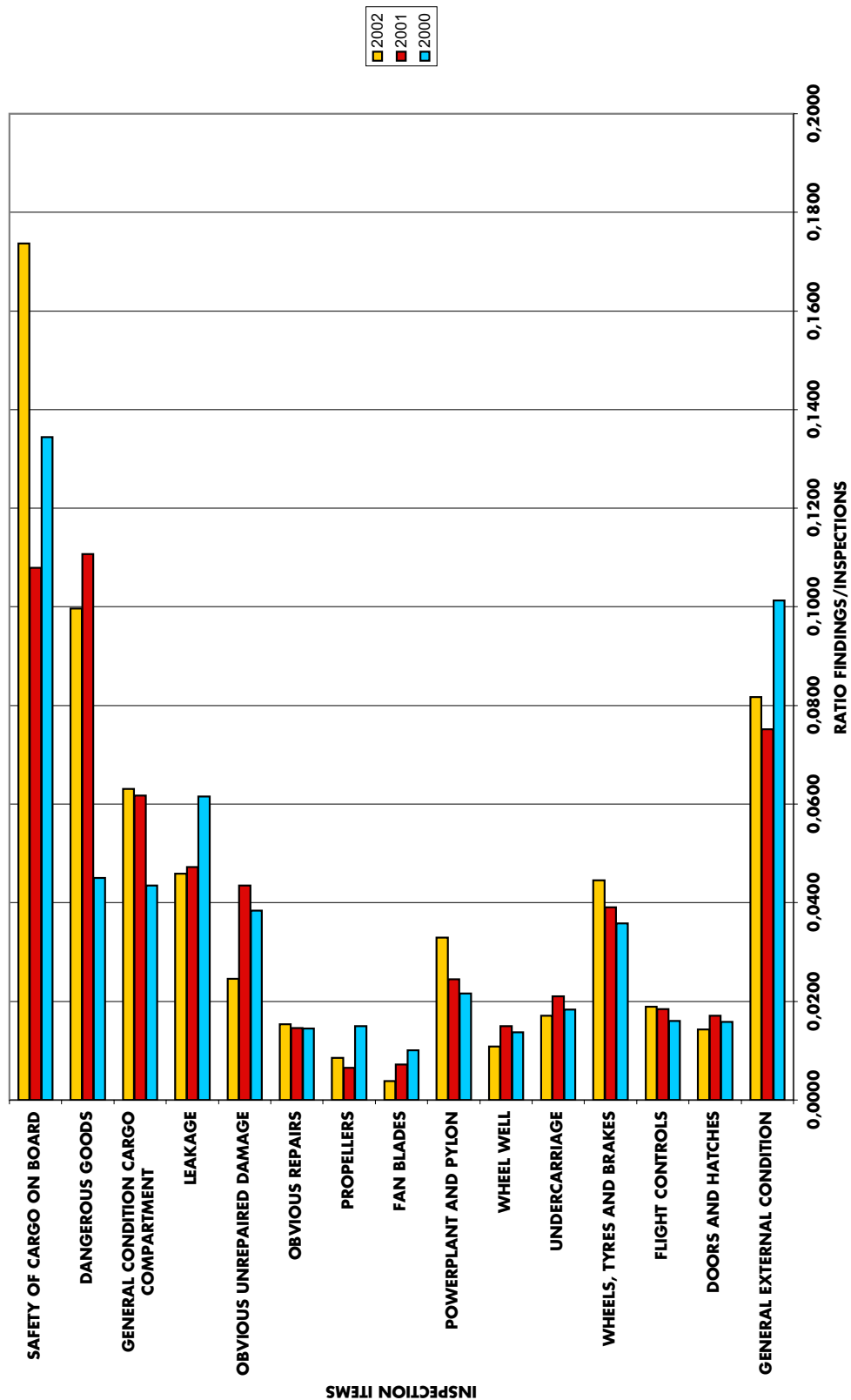
APPENDIX E-2 CABIN & SAFETY

RATIO OF FINDINGS IN RELATION TO INSPECTIONS



APPENDIX E-3 AIRCRAFT CONDITION & CARGO

RATIO OF FINDINGS IN RELATON TO INSPECTIONS



APPENDIX F

INSPECTION ITEM	DESCRIPTION	NO. INSPECTIONS (III)	FINDINGS (F)			
			CAT. 1	CAT. 2	CAT. 3	TOTAL
A. FLIGHT DECK / GENERAL	A01 GENERAL CONDITION	2154	8	8	11	27
	A02 EMERGENCY EXIT	1868	0	1	0	1
	A03 EQUIPMENT	1722	66	89	17	172
DOCUMENTATION	A04 MANUALS	1512	31	49	5	85
	A05 CHECKLISTS	1529	20	16	2	38
	A06 RADIO NAVIGATION CHARTS	1647	46	54	10	110
	A07 MINIMUM EQUIPMENT LIST	1438	33	54	2	89
	A08 CERTIFICATE OF REGISTRATION	2559	10	9	1	20
	A09 NOISE CERTIFICATE (WHERE APPLICABLE)	2453	12	7	3	22
	A10 AOC OR EQUIVALENT	2290	33	21	8	62
	A11 RADIO LICENCE	2528	49	35	2	86
	A12 CERTIFICATE OF AIRWORTHINESS	2539	14	9	6	29
	A13 FLIGHT PREPARATION	1527	60	43	9	112
	A14 WEIGHT AND BALANCE SHEET	1413	49	24	8	81
	A15 HAND FIRE EXTINGUISHERS	1709	18	21	3	42
SAFETY EQUIPMENT	A16 LIFE JACKETS / FLOTATION DEVICE	1533	16	5	1	22
	A17 HARNESS	1705	24	38	6	68
	A18 OXYGEN EQUIPMENT	1604	16	32	10	58
	A19 FLASH LIGHT	1564	29	21	3	53
	A20 FLIGHT CREW LICENCE	2290	38	32	25	95
FLIGHT CREW JOURNEY LOG BOOK / TECHNICAL LOG OR EQUIVALENT	A21 JOURNEY LOG BOOK, OR EQUIVALENT	2011	17	5	5	27
	A22 MAINTENANCE RELEASE	1889	9	9	18	36
	A23 DEFECT NOTIFICATION AND RECTIFICATION (INCL. TECH LOG)	1820	40	35	9	84
	A24 PREFLIGHT INSPECTION	1736	5	1	3	9
	B01 GENERAL INTERNAL CONDITION	1844	31	20	38	89
B. SAFETY / CABIN	B02 CABIN ATTENDANT'S STATION AND CREW REST AREA	1445	10	21	7	38
	B03 FIRST AID KIT / EMERGENCY MEDICAL KIT	1384	31	34	3	68
	B04 HAND FIRE EXTINGUISHERS	1423	12	15	1	28
	B05 LIFE JACKETS / FLOTATION DEVICES	1331	16	12	3	31

INSPECTION ITEM	DESCRIPTION	NO. INSPECTIONS (III)	FINDINGS (F)			
			CAT. 1	CAT. 2	CAT. 3	TOTAL
	B06 SEAT BELTS	1442	11	6	3	20
	B07 EMERGENCY EXIT, LIGHTING AND MARKING, TORCHES	1359	42	53	31	126
	B08 SLIDES / LIFE-RAFTS (AS REQUIRED)	1024	5	6	0	11
	B09 OXYGEN SUPPLY (CABIN CREW AND PASSENGERS)	1295	15	13	3	31
	B10 SAFETY INSTRUCTIONS	1364	27	22	3	52
	B11 CABIN CREW MEMBERS	1295	1	0	0	1
	B12 ACCESS TO EMERGENCY EXITS	1486	13	36	6	55
	B13 SAFETY OF PASSENGER BAGGAGES	900	6	16	6	28
	B14 SEAT CAPACITY	1181	0	1	0	1
C. AIRCRAFT CONDITION						
	C01 GENERAL EXTERNAL CONDITION	2755	151	70	4	225
	C02 DOORS AND HATCHES	2580	20	16	1	37
	C03 FLIGHT CONTROLS	2540	28	18	2	48
	C04 WHEELS, TYRES AND BRAKES	2584	50	44	21	115
	C05 UNDERCARRIAGE	2573	31	11	2	44
	C06 WHEEL WELL	2490	17	9	1	27
	C07 POWERPLANT AND PYLON	2430	49	24	7	80
	C08 FAN BLADES	2109	3	4	1	8
	C09 PROPELLERS	468	3	0	1	4
	C10 OBVIOUS REPAIRS	2148	21	10	2	33
	C11 OBVIOUS UNREPAIRED DAMAGE	2113	30	18	4	52
	C12 LEAKAGE	2268	53	35	16	104
D. CARGO						
	D01 GENERAL CONDITION OF CARGO COMPARTMENT	1411	21	34	34	89
	D02 DANGEROUS GOODS	321	3	9	20	32
	D03 SAFETY OF CARGO ON BOARD	835	30	41	74	145
E. GENERAL	E01 GENERAL	243	11	3	0	14

- 1 CATEGORY 1 = MINOR FINDING
2 CATEGORY 2 = SIGNIFICANT FINDING
3 CATEGORY 3 = MAJOR FINDING

THE EUROPEAN CIVIL AVIATION CONFERENCE (ECAC) IS AN INTERGOVERNMENTAL ORGANISATION ESTABLISHED IN 1955. ITS OBJECTIVE IS TO PROMOTE THE CONTINUED DEVELOPMENT OF A SAFE, EFFICIENT AND SUSTAINABLE EUROPEAN AIR TRANSPORT SYSTEM.

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EUROPEAN CIVIL AVIATION CONFERENCE
3 BIS, VILLA EMILE BERGERAT
92522 NEUILLY-SUR-SEINE CEDEX
FRANCE
TEL.: +33 1 46 41 85 44
FAX: +33 1 46 24 18 18
E-MAIL: SECRETARIAT@ECAC-CEAC.ORG
WEB SITE: WWW.ECAC-CEAC.ORG